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CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Construction Work on Brandenburg-Briest Airfield

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

([] a four-page report (including a sketch) on construction work on Brandenburg-Briest airfield []. The report, which discusses the construction, paving, and complement of the airfield, is essentially an explanation of the sketch. (3 pages, plus one sketch))

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EAST GERMANYAir/MilitaryBRANDENBURG/BRIEST Airfield

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1. Attached at Appendix "A" is a sketch showing the layout of BRANDENBURG/BRIEST airfield.
2. No. 1 on the sketch marks the E section of the main runway. The stretch from the E end of the runway to a point 1100 m. W. has now been completely re-covered with cement, giving it a total thickness of 40 cm.
3. The more easterly half of the main runway, which is 60 m. broad, is less broad than the W half. The more easterly half of the runway is made up of 16 parallel strips of cement, each strip divided up into rectangles or planks of cement measuring 7.5 m. long and 3.75 m. broad. The breadth of this stretch is, therefore, 16 x 3.75 m. making 60 m. Each strip of cement in the E half of the runway contains 147 rectangles, so that the length of this half is 147 x 7.5 m., making 1102.5 m. in all.
4. Along the most northerly of the 16 strips of cement the rectangles or planks of cement are numbered with red paint. The first rectangle on the N-E corner of the runway does not, however, bear No. 1, but No. 13, and the last strip, near the middle of the whole runway, and before the runway becomes broader, bears No. 159, thus making 147 rectangles of cement along this section of the runway. This suggests that the ECAP authorities may intend at a future date to lengthen the main runway at its E end by another 12 rectangles, which would give an additional length of 12 x 7.5 m., or 90 m.
5. So far, there is no indication that a hard standing is to be built at the E end of the main runway. No preliminary clearing or levelling for this has been done.
6. The more westerly half of the main runway, marked as No. 2 on the sketch, remains unchanged, as it is considered to be in a reasonable state of repair. This stretch of runway is, however, only some 20 cm. thick, while the E half is now 40 cm. thick. The W stretch has a cement thickness of some 17 cm., with about 3 cm. thickness of a tarry substance on top, making 20 cm. in all.
7. The NW-SE runway, marked as No. 3 on the sketch, has also remained unchanged, as it is in a good state of repair. Here also the thickness has remained as 20 cm.
8. The S taxi-track (Nebenbahn) marked as No. 4 on the sketch and E and W tracks connecting it with the main runway, are being completely relaid. The taxi-track runs dead parallel with the main runway and 350 m. S of it.
9. From the S side of the E end of the main runway to the most easterly cross-connecting track (which runs in a NE-SW direction) the taxi track has a length, including the curve at the E end, of exactly 1369 m. 44 cm. This is the surveying figure given.

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10. The taxi track is 14 m. broad. It consists of 4 strips of cement lying parallel, the two outward strips having a breadth of 3.75 m., and the two inward strips of 3.25 m. On the curve at the end the taxi track has a very slight slope inwards towards the main runway. On its straight stretch the taxi track is 10 cm. higher in the middle than it is at the sides. The object of the slope at the curve and of the raising in the middle of the straight stretch is to allow water to run off.

11. From the E end of the main runway to the point where the curve begins the taxi track has 43 rectangles of cement in each strip, each rectangle being 7.5 m. long and (in the outward strips) 3.75 m. broad. The rectangles are numbered with red paint and the last rectangle before the curve bears No. 43. The rectangles of cement around the curve are numbered from 44 to 64. Rectangle No. 65 is the first after the curve straightens out into the straight stretch running W. The rectangles of cement on the curve vary in length to allow for the turn, the inner rectangles being less than 7.5 m. and the outer ones more. As soon as the taxi track straightens up again, with rectangle No. 65, each rectangle again measures 7.5 m. x 3.75 m. (in the outward strips).

12. In the taxi track rectangle No. 10 has not yet been cemented. The workers assume that at this point cables must first be laid to pass under the taxi track.

13. The taxi track is now complete as far as the NE-SW cross-connecting track. At the points where the taxi track meets the cross-connecting tracks circles of cement are being laid to form a corner some 20 m. in diameter. Some 120 m. E of the point where the taxi track crosses the NE-SW cross-connecting track, 4 cables will pass below the taxi track. The cables have not yet been laid, but cable tubes to carry them have been laid approximately 1 m. below the taxi track. Rope has been passed through the tubes with which to pull the cables through when they are laid.

14. Nos. 6 and 7 on the sketch mark the locations of hard standings which will be at the W and E sides of the taxi track, near the W and E ends of the main runway. These hard standings are located some 50 m. S of the SW and SE corners of the main runway, and measure 70 x 45 m. (70 m. in the N-S direction and 45 m. in the E-W direction).

17. No. 8 on the sketch marks the position of the EGA A/A unit on 2-3 April. The guns are of

15. Throughout the length laid the new taxi-track (No. 4 on the sketch) has a cement depth of 20 cm.

16. The W half of the taxi-track, running between the curve at the W end of it and the NW-SE runway, is planned to be some 600-700 m. long and 80 m. broad and will serve as a hard-standing dispersal area. This stretch will also have a depth of 20 cm. cement. Work is due to begin on the cement-laying of this stretch and the clearing and levelling work is already well forward. It is not known whether the increased breadth of this area will lie on the N or S side of the taxi-track or whether it will be so laid that the increased breadth is divided between N and S sides.

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21. Marked as Nos. 11 and 12 on the sketch are EGAF wireless stations, the one in the N-W corner of the airfield and the other in the S part. In each case, the station consists of a W/T truck with a whip aerial some 4-5 m. long. The aeri-als are supported by brace or de-tension wires at three different heights. The crew of station No. 11 work in an underground bunker near their W/T truck. Electric power is supplied to Station No. 11 by means of a cable running from the airfield buildings on the S side of the field. The cable is not buried but simply lying on the ground.

22. Marked as No. 13 on the sketch is the position where the following machines were parked:-

6 x large helicopters with 4-wheel chassis
18 x helicopters with 2-wheel chassis
1 x plane, which, by description, sounds like a COLT.

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23. a two-engined plane with EGAF colours landed on the airfield. After refuelling from a bowser it took off and flew East. It was painted yellow.

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24. Marked as No. 14 on the sketch is the rail spur, which is unchanged.

25. Marked as No. 15 on the sketch is the cement road leading from highway No. 1 to the airfield. It is unchanged.

26. Marked as No. 16 on the sketch is a cement road running around the N part of the airfield. It was laid down some years ago and is in a poor state of repair.

27. The connecting tracks which connect the main runway and the taxi track are all 14-15 m. broad and in good condition.

28. No. 17 on the sketch marks the point where cables will pass under the taxi track (see para. 13 above).

29. No. 18 on the sketch marks the location of an underground pumping station. It was built some years ago, but construction work of some kind is going on there at present. loads of stores and mortar have been seen

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30. Between MR 275127 and 277114 water pipes have been laid. In this area trenches were dug some time ago and water pipes installed in them.

31. the field is to be operationally complete before the end of 1960.

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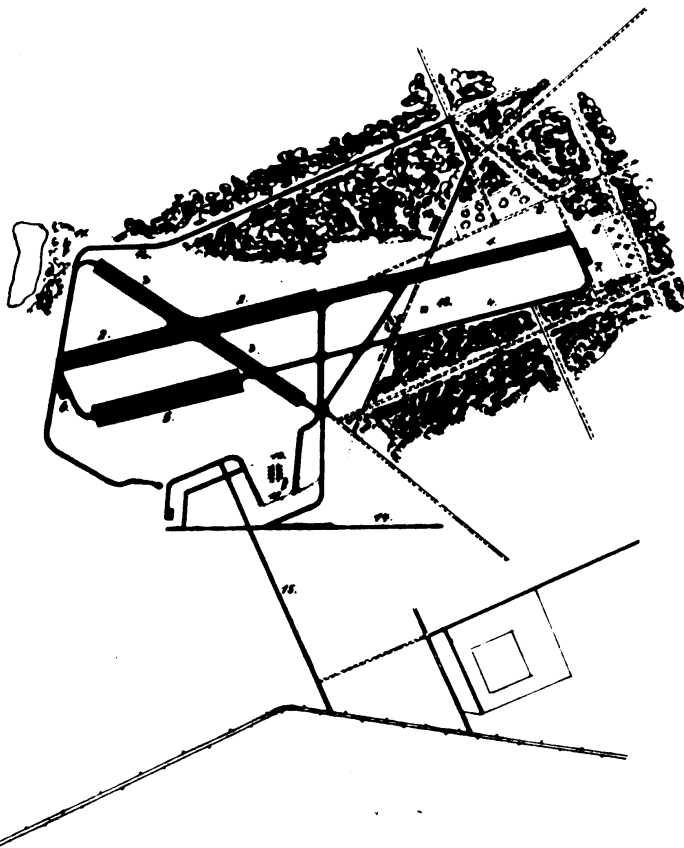
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Appendix A

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BRIEST



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